## THE STATE CAPITAL.

The Charter To Be Made Lovely for Everybody.

The Insurance Plot Thickening Very Fast.

## HEDDEN WILL HAVE NO HEDGING.

The Minority in the Assembly Take Revenge on the Enemy.

LEGISLATIVE PLAY WITH SECTARIAN FIRE.

The Difference Between Sectarianism in Charter and in an Appropriation.

A Most Astounding Bill in the Senate.

The New York Warehouse and Railway Company a Huge Joke or a Huge Fraud.

SENATORIAL SPEECHES.

A Very Unhandsome Joke on a Three Hour Orator.

ALBANY, March 13,4873. There is a prospect that to-morrow the insurance aght, with additional revelations, will break out in all its fury. Hendee has got his back up once more and means war to the knife and the knife to the hilt. He says that the chairman of the com-mittee the day of the last fight came to him and said that he would be notified when the committee held its pext meeting. "Now," said Mr. Hendee to your correspondent this evening, "the committee beld a meeting for over two hours yesterday. I was at the time at my sent in the Assembly Cham-ber writing. Two of the members,

came in and asked me a sew questions. Not knowing what they were driving at 1 did not answer them; rather I evaded answering directly. They went away, Now, sir, during all that meeting I have learned to-day that Mr. Homans, the actuary of the New York Guardian Life Insurance Company, was arguing against my bill. The committee took the trouble to notify him by telegraph, but did not see at to let me know what was going on. This kind of thing can't last long, and I am determined to put an end to it."

The way Mr. Hendee intends to begin to

"'PUT AN END TO IT"
will be by his offering a resolution to-morrow that the Committee on Insurance be discharged from further consideration of his bill and that it be reserved to the Committee of the Whole. It is but fair to state on the other hand that one of the members of the Insurance Committee says that hendee was notified. It is pretty certain that

that has got to come to light sooner or later, and ooner it comes the better for the insurance committee and all the gentlemen who live at No. 135 Beaver street, this city. There is dirty linen to be washed, and, while the water is boiling, why not have the washing thorough. Indeed that business might be made a part of the wash o. Let us have all the facts on both sides. Mr. Hendee and Messrs. Committeemen, tell us who is in the right and who in the wrong, and what the companies are doing about the luss.

THE TROUBLES OF THE CHARTER

continue. The disagreement on the subject of the twenty-fifth section has not been smoothed over yet; but an informal proposition has been made Palmer, Benedict and Perry to substitute another provision for the obnexious one. It has not other provision for the obnexious one. It has not yet been accepted or acted upon. Senator Tiemann opposes it. What the exact proposition is is not known outside as yet, but it is supposed to be in favor of giving the appointing power to the Mayor, subject to confirmation by the Aldermen and providing elsewhere in the charter that Van Nort shall be retained in his position as Commissioner of Public Works. This might remove all objection to the charter on the part of the republicans in the Senate, with whom

charter on the part of the republicans in the Senate, with whom

VAN NORT IS AN EXCESSIVE PAVORITE,
and who doubt the political expediency of the section as now constituted, and might make it acceptation as now constituted, and might make it acceptable to Mayor Havemeyer himself. If the proposition is not accepted it is because the managers will not consent to risk the decapitation of Delafield Smith and probable unsuitable nominations in the future by the Mayor. The proposition was not discussed in committee, Woodin's iliness having intervened, nor in the meeting which took place to-day. Woodin was up and well to-day, taking his seat as usual in the Senate during the Bession, while

LITTLE DAVENPORT RESUMED HIS DUTY of whispering in his ear. Woodin himself says the

LITTLE DAVENPORT RESUMED HIS DUTY of whispering in his ear. Woodin himself says the charter cannot now be reported before Monday night or Taesday, but that when it makes its appearance in the Senate it will be "sweet as cream" and fully acceptable to everybody. It is apparent that, although it will pass the Senate finally, it will be rubbed hard by independents and democrats, and may have to go again to the other House, probably to raise another fight there; then undergo the torturing manipulation. the torturing manipulation of two or three contempers of the governor look ling exceedingly wee begone, compared to the confident, almost defiant, charter that it was when

introduced.

The Gequeral Appropriation bill was the cause of a good deal of merriment in the Assembly this afternoon. It will be remembered that last week, when it was in Committee of the Whole, the minority succeeded in placing the majority en record against the sectarian appropriations for academies. The republicans, when they had the New York charter under consideration, insisted upon a strong sectarian amendment being engrafted into it. The minority fought it from the beginning to the end, but were, of course, defeated.

THE APPROPRIATIONS FOR THE ACADEMIES

appon a strong sectarian amendment being engrafted into it. The minority fought it from the beginning to the end, but were, of course, defeated.

THE APPROPRIATIONS FOR THE ACADEMIES contained in the General Appropriation buil, being always very dear to the heart of every backwoods member, afforded the democrats a delightful opportunity to worry their opponents. Having been defeated in their attempt to have decominational schools of a charitable character excepted from the provisions of the sectarian clause of the character, they determined to test the majority's sincerity once fer all on the question. They argued that if the majority were really sincere in their amendment to the character they could have no reasonable edjection to an amendment to the Appropriation bill prohibiting appropriations to sectarian or denominational academies. It will be borne in mind that Jacobs succeeded last week in getting into the bill—so as to bother the majority—an amendment which prohibits the appropriation of meners by the State to "any sectarian or denominational school." To-day, in order to

MAKE THE MAJORITY SHOW THEIR HAND,
and at the same time give them no loophole of escape from the anti-sectarian position they took in the charter, he resolved to make the amendment, it possible, more explicit. So he moved that the bill should be recommitted to the Committee of the Whole, with instructions to strike out his amendment, and that the words should be substituted, "No moneys shall be appropriated to any academy of school under sectarian or denominational control." Then came the whirlwind. The majority wriggled and put the minister Crawford take no the motion. They came the whirlwind. The majority wriggled and put the minister Crawford take no the motion. They came the whirlwind. The majority wriggled and put the minister Crawford take no the motion. They came the whirlwind. The majority wriggled and put the minister Crawford to the front to de the public wriggling in as good of lake on the motion. They came the whirlwind. Th

certain to get a good round sum in the annual Appropriation bill. But hereafter let no good man who believes in any religion start an institution where he can give shelter and food to the poor little children without any one to care for them, who are counted by the hundreds in our great cities, and at the same time expect the State to give him a helping hand, for the Legislature has at last decided that the interests of private owners of academies are of greater importance than saving the peor and the needy from destruction.

The Speaker to-day presented the report of Mr. R. O. Perrin, Clerk of the Court of Appeals, in answer to a resolution of inquiry introduced by Mr. Foley a few weeks ago. The report is a full statement of all the investments and disbursements made by him in his official capacity for the past five years from a large trust fund in his hands, as Clerk of the highest Sourt of the State. It is an admirable showing of financial ability and official integrity. The funds entrusted to his care have been increased instead of reduced, as was the case under a few of his predecessors. It will certainly meet the approval of all parties interested in the faithful discharge of official fluty and the honest performances of a sacred trust.

Mork BILLS TO OUST THE POLICE JUSTICES.

Three bills were introduced to-day—one abolishing the "Court of Special Sessions" as it is and establishing a "Municipal Sessions," as the third providing for a new Board of Police Magistrates. These bills were introduced by Mr. Smith, of New York, and it is understood the Judiciary Committee intend to substitute them for the bill already introduced by Mr. Opdyke.

The bill to establish the "Municipal Sessions" court provides that the magistrates shall hold court without any extra salary; a clerk and two deputy clerks shall be appointe

whom, in the absence of the police magistrates, can hold court. The act would take effect on April 1, 1873.

The bill to establish the Board of Sessions Magistrates provides that ten sessions magistrates shall, on April 1, 1873, be appointed in the same way as commissioners and heads of departments. Two of the magistrates so appointed shall hold office for ten years, two for inne years, two for eight years, two for seven years and two for six years. The salary of each shall be \$8,000 a year. Yeacancies are to be filled either for a new term or for the residue of the unexpired term, as the case may be. No magistrate can receive any moneys other than his salary in connection with his official position, nor can he engage in any other legal pursuit or hold other office. The Board of Magistrates are to appoint all the cierks; the chief cierks not to exceed ten in number. A Secretary to the Board can be taken from among the elerks, and shall receive such a salary as may be determined on. The chief cierks are to be appointed for four years; assistant clerks and other officers for two years. The salary of chief elerks is to be \$4,000 a year; the Board to decide what salaries the ether officers shall receive. The Board shall diyde the city into ten Sessions Magistracy districts.

The RESILUTIONS DENOUNCING CONGRESS.

Mr. Batcheller's resolutions denouncing Congressmen for voting themselves more pay was referred to the Committee on Federal Relations by a vote of 75 to 33. Beebe had moved to amend by uncluding President Grant, but the previous question was called for and the vote taken.

a vote of 76 to 33. Beebe had moved to amend by including President Grant, but the previous question was casted for and the vote taken.

BERGH'S BILL

Was progressed in the Assembly to-night shd made a special order for Tuesday merting next. No amendments of any importance were made to the bill.

EXTENSION OF CITY RAILROAD TRACKS.

The bill authorising the extension of the Bieceker street and Fulson Ferry Car Company's tracks was pregressed, and Cary's Gross-town Railroad bill was offered to a third reading in the Assembly.

The main affair of importance in the Senate this morning was a very entertaing discussion in Committee of the Whole over

THE FAMOUS WAREHOUSE AND BAILROAD BILL (commonly called Gardiner's), which proposes to beit New York with warehouses and a steam railroad, the city to give up pretty nearly all its franchises and property and the citizens pretty much all their titles in real estate and quite all their personal liberty to secure to the corporators of the bill the more successful and certain operation of the powers proposed therein. The New York members, especially Tiemann and Weismann, fought the bill like Trojans. Gardiner did not anticipate such a victous opposition to his purely elecymosynary measure (none of these third house members ever anticipate any opposition apparently), and sat very unconcernedly in the seat next to Madden, who, as chairman of the Railroad Committee, had charge of the bill. He doubtless wished he had remained behind the protecting railings of the gallery befere Weismann get through with him and his bill. The measure is an old one. It has been published in full in the Herallo, and may be iamiliar to your readers; but it takes a careful dissection in an interested Committee of the Whole to show up a bill fully—to get the joints, Gardiner's bill was dissected completely as far as it went to-day, and will doubtless be shorn of all its victous powers when it comes up again.

Among The List of incorporators whem he had ever heard of, and he did not live in New York c

of this discovery was somewhat disastreus, but Madden managed to recover, and returned answer that the statement was not true. Themann declined to go into any warm discussion and dropped the subject. On a vote the motion to strike out the first section was lost.

Mr. Lewis moved to strike out the fourth section, as it gave the incorporators most extraordinary powers. It permitted them in one phrase to seize and possess every franchise or right and all the property of every railroad in New York city and in the country, of the Hudson River Railroad and even of the Pacific Railroad.

Senator ALLEN—And Crédit Mobilier.

Senator Lewis—Yes, Crédit Mobilier. They are entitled to seize all these things, and then to regulate fares and freight charges thereon, and to fix the rates of storage therein. In other words it gives these men the power to carry on the transit and storage business for the city of New York without allowing competition, and allows them to charge what they like.

The fourth section was consequently stricken out.

WEISMANN'S WISDOM.

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WEISMANN'S WISDOM.

Senator Weismann moved to strike out the fifth section, as it gave the incorporators the exclusive right to do what the Dock Commission was chosen to do, and conferred other powers upon them that the people would not approve and the representatives of New York here in the Senate chamber dare not favor. It deeds away the property of citizens almost without guaranteeing any payment; it gives the Battery and some of the most valuable parks of the metropods to a set of incorporators, not one of woolf seems to be known to the gentlement from the Eighth district. It is so monstrous a measure, Mr. President, that I must protest even against its serious consideration.

Weismann's eloquence, although unaccompanied by any of the graces either of declamation or melodious accentuation, proved highly effective, and

against its serious consideration.

Weismann's eloquence, although unaccompanied by any of the graces either of declamation of pelodious accentuation, proved highly effective, and brought Madden to that indignant pitch that seems to be to him the most agreeable condition of mind that human nature is capable of. He denounced THE DOCK COMMISSION AS FIVE LEGAL CHEATS, who swindled the cliy out of \$10,000 each every year as salary in accordance with law, and many thousands more for superfluous office work, while the Chief Engineer draws the enormous salary of \$20,000, similarly swindling the city in accordance with law. Senator Weismann replied that he agreed with Madden as to the uselessness of so many Dock Commissioners and such high salaries, but all that was going to be

REMEDIED BY THE NEW CHARTER.

That had nothing to de with this bill, which aims to put upon the people a more responsible power than the Dock Commissioners, and gives them higher pay. It was a monstrous bill and he would continue to protest against it on a vote. Section 5 was not stricken out, the Central and Northern. Senators returning to their old hostility to the southern tier members and rejecting the eloquence of Weismann. The "steam" section Senator Lewis moved to strike out "by steam" and insert "by animal" power, so that the trains would have to be horse cars, but the motion was lost by a vote of 7 to 4.

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MORE EXTENDED POWERS.

Senator Robertson moved to strike out the words "Westenester county" in the 8th section, as it proposed to give the company power to seize upon any property in Westenester county.

Senator Weismann preferred to strike out the whole section, as it gave the company power to seize upon any property in New York county.

Senator Tiemann proposed to strike out both New York and Westenester counties, and thus give the company unlimited right of scizure upon any property in the entire universe.

Tiemann's motion was rejected, but Robertson's was carried, and at this point, the hour of half-past one having come, the Senate went into executive session.

to the front to de the public wriggling in as good a dispuse as possible. Finall the vote was taken on the motion. The yeas and nays were called for by Jacobs and it was declared lost, the vote being 57 to 58. The bill was then passed by a vote of 72 to 20. Now Jacobs's motion revealed one fact, namely, that the anti-sectarian policy of the republicans depends for its enforcement or its non-enforcement not so much upon principle as upon circumstances. They do not believe that what is sauce for the New York city goose is sauce for the New York city goose is sauce for the New York city goose is sauce for the Senate went into executive session.

The bill contains several appropriations to frivate institutions. Among others the Female Academy at Elmira, which is not a State institution, gets \$5,500. Now why deesn't some sharp New Yorker take a contract for the establishment of a dozen or two academies in the country districts, make stock companies of them and then declare his institutions. Por THE GOOD OF HIS KIND without State aid. He'd be sure to make a good of the pression of the proposition of the proposition of the country out his noble intentions without State aid. He'd be sure to make a good thing out of the business, for he would always be

cult rhetoric into the shade. It was, he said, the most stupendous swindle that had ever been broached before a legislative body. It proposed to give a set of nataeless adventurers throughout the whole water front of New York city streets on which to build a warehouse and a railiproad and to establish therein a private banking house, an insurance and real estate agency and even a pawabroker's shop. It allows these unknewn incorporators to seize upon any property they may deem necessary for their purposes, to condemn and confiscate every pier new fronting that city and to succeed to the rights and franchises of every railroad company that has a track upon its streets. The Senator continued at much greater length, but by this time he had won over the Senate, completely crushed Madden, whose innocent soul had never before comprehended what a monster he had cherished, and started Gardiner out of his seat in confusion to the library deor, where he stood abashed, his short hair sticking out like porcupine quilis on both flanks of his head. The customary motion to report progress and asking leave to sit again was then lest by the following vote of 13 to 13, a number of Senators who voted in the affirmative, and nouncing that they did so only out of courtesy to Senator Madden, Paim, Dickenson, Foster, Harrower, Levis, Madden, Paim, Order and Modello. The Model Paris. Mich 22 Liverpool. 19 Broadway. Wood and Modello. 18.

Nen rises. Shi IPPING NEWS.

SHIPPING NEWS.

Almanac for New York—This Day.

Almanac for New York—T

Weissmann and D. P. Wood—13.

Senator Madden at once moved the usual parliamentary motion to reconsider the vote and lay the motion on the table, which secures another chance for the bill, but so far as its recent enormous powers and privileges are concerned you may rest assured the warehouse and railway job is "a dead cock in the pit."

cock in the pit."

of the Senate had a meeting to-day, at which Chauncey M. Depew made an argument on the part of railroads against the proposed pro rata bill. James A. Cowing, Secretary and Treasurer of the Greenwich Street Elevaten Railroad Company, also made an argument in favor of the new bill now in the hands of the committee, introduced a day or two ago by Senator Tiemann, for the extension of the tracks up the east side from the Battery to Harlem River and for extra temporary turnouts on the present route at Canal street and at Teath or Christopher Street, until the extra track is completed. Two gentlemen present rose to speak against any clause in the bill guaranteeing the present stockholders and managers against the claims of original stockholders. One of them said he was one of the original projectors of the road and had sunk every dollar he had in it, and his children new walked penniless through the streets on account of it. The committee will hear them further on Wednesslay next. The precise route of the road on the east side is not designated in the bill, that being left to a number of citizens to be named by the committee.

THE TWO STATUES.

The bill proposed by message from the Governor

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THE TWO STATURS.

The bill proposed by message from the Governor recently for having the statue of Robert Livingston sculptured, to be placed with that of George L. Clinten in the Capitol at Washington, was reported from the Committee on Finance to-day with amendments appointing a new commission, te be composed of the Governor, Comptroller and Secretary of State, to take charge of the matter, and directing them to contract with Mr. E. D. Palmer, the Bealty of (whose rooms are bare in Albany), for the statue. Mr. Palmer was kinned a member of the previous commission——— was restrained by a sense of delicacy from asking for the Contract for Clinton's state, although he wanted it. Senator D. P. Wood, having discovered this, has arranged the matter now so that this modest sculptor will get the other almost certainly. Mr. Palmer sails for Europe seon, and if the contract is awarded him will complete the statue in Italy.

## BOSTON, HARTFORD AND ERIE.

tinued-Shall the Injunction be Issued!-Arguments Pro and Con-The Interest of the Commonwealth of Massa chusetts.

BOSTON, March 13, 1873. The case of the Boston, Hartford and Eric Railroad proceeded to-day in the United States Court, General Butler for complainant. The Eric Railroad offered to pay whatever sum the Court should decide to redeem the foreclosure. Mr. Russell, for the trustees, insisted that if the railroad wished to pay the sum the offer should be made, as have been the other statements, upon oath, and put into the bill before any decision should be rendered on the motion. General Butler said that it would be inserted in the bill as soon as he could send to New York and get sworn statements.

T. K. Lothrop continued the argument for the trustees. The bill claims the funds raised on the Berdell mortgage were diverted from the use for which they were raised. The underlying bonds are not held by the trustees as muniments of title, but as assets of the Boston, Hartford and Eric Railroad as assets of the Boston, Hartford and Erie Railroad in bankruptcy. It is asserted that 200,000 of the Berdell bonds were wrongfully issued, and there is danger that these will be regarded as valid bonds and be recognized as such in the bankrupt suits. The trustees are impossession of the property for the purpose of foreclosing mortgage under decrees of the highest tribunals of Rhede Island, Connecticut and Massachusetts. The suits in which these decrees were made were brought by an individual bondbolder for his own benefit and that of other bondholders. The President of the Boston, Hartford and Eric Railroad had taken an active part in the conduct of the suit. The injunction is asked to restrain the trustees and assignees from selling or making any disposition of the property. The first inquiry is—who are the Parties to the suit?

who are the property. The first inquiry is—
who are the parties or the suite suite. The complainant, and the suity complainant, is the fresidence of the parties or the nature of the suit. The complainant, and the enly complainant, is the Eric Railroad, of New York. The assignees in bankruptcy are composed of three men, one a resident of Massachusetts and the other two are non-residents. The trustees of the Berdell mortgage and of the underlying mortgages are not citizens of Massachusetts. The Court has not jurisdiction over the suit, by reason of the subject matter. Another reason why the bill should be dismissed is because it is flagrantly multiferous, a number of bills of equity and suits being huddled together in the bill. All the suits which could have been brought by mortgages and of underlying mortgages and trustees have been brought. There are five underlying mortgages, bringing in trustees of other mortgages. It also brings in directly or indirectly, the holders of \$2.500 Berdell bonds, claiming they are not valid obligation to the company, and prays, directly or indirectly, that that question may be settled. It asks that trustees under the mortgage whe are citizens of Massachusetts and New York may be brought before the Court and compelled from time to time to render accounts to this Court for their design as such trustices. It would interfere with

Suirs in starts courts. The plainting show no bill which gives them priority over other Berdell bonds, claiming they are no by the State Courts. The plainting show no bill which gives them priority over other Berdell bonds, claim in the State Courts. The plainting show no bill which gives them priority over other Berdell bondholders. As to the fact of which the opposite ade claim to become cognizant of only within ninety days, it has been a matter of public notoriety for two years. By the contracts they acquired no paramount claim over the other bondholders in the suit.

By the Court—I did not suppose their interest was claimed to be paramount except to see holders in the sult.

By the Court—I did not suppose their interest was claimed to be paramount except so far as they have guaranteed the payment of the interest on the bonds.

By the Court—I did not suppose their interest was claimed to be paramount except so far as they have guaranteed the payment of the interest on the bonds.

General Butler—That's all we claim.

Counsel—The contract was merely a guarantee to a certain extent of the credit of another road. The contract, provided security to the Eric Railroad out of ris earnings. If the coupons had been paid the Eric would acquire no other rights than holders of other coupons which are still unpaid. They claim that by the payment of the coupons they have acquired.

A CLAIM PRIOR TO THE HOLDERS OF THE BONDS themselves. The fereclosure of the mortgage will not displace or affect the lien or the rights of the holders of the first mortgages. The Eric road will suffer no loss by the foreclosure. If they have rights under the Berdell mortgages those rights will be protected by protecting the equities between the corporation and the holder of bonds.

The closing point of the argument was the irreparable injury to them.

Mr. Russell then made an argument in favor of the trustees, the argument consisting simply of a resume of the points raised by Mr. Lothrop.

Mr. Bradley, for the assignees, at the close of Mr. Russell's argument arose and stated that for the present he would defer any argument.

Attorney General Allen, in behalf of the Commonwealth is the owner of 3,600 of the Berdell bonds, amounting to over three million dollars. The money put in by the Commonwealth was put in under the belief that the lunds would be used by the Boston, Hartford and Eric Railroad, and they would be able, with funds added to those already in their possession, to construct the road from Boston to Fishkill. The funds were sacredly devoted to the purpose for which they were designed and granted. The only interest the Commonwealth has or had is the public welfare, while the Eric road had as their object the profits from the road. As is admitted, the source of all the trouble is the betrayal of trust by their own officers, and assuredly the equities do not dema

granting of the injunction.

Mr. MacFarland, of New York, counsel for the Erie road, followed on the other side. He reviewed in an able and scholarly manner the qualities and character of mortgages, and traced their history from early English times to the present day; and, having deduced from the history of mortgages the leading and vital principles which are component parts of all mortgages, he applied them to the present case. There was very little utility in the mortgage of property, he said, unless the franchise is mortgaged with it.

The case will be continued in Court to-morrow mortging.

Steamers.	Saile.	Destination	Office.
City of Antwerp.	. M'ch 15.	Liverpool	15 Broadway.
Adriatic		. Laverpool	19 Broadway
Deutschland	. M'ch 15.	. (Bremen	2 Bowling Green
India	. M'ch 15.	Glasgow	7 Bowling Green
Italy	Meh 19.	Liverpool	169 Broadway
Manhattan	M'ch 10.	. Laverpool	29 Broadway
Ismarija	M'ch 19	. Giasgow	7 Bowling Green
Westphelia	M'ch 20.	Hambury.	61 Broadway.
Baltic		Laverpool	19 Broadway.
City of New York		. Liverpool	15 Broadway.
Ville de Paris	. M'ch 22	Havre	168 Broadway
Mosel	M'ch 22	Bremen	2 Bowling Green
Australia	M'ch 22	Glasgow	7 Bowling Green
Greece	M'ch 26.	Liverpoot	69 Broadway.
Wisconsin	M'ch 26.	Liverpool	29 Broadway.
Thuringia	Mich 27	Hamburg	61 Broadway.
City of Paris		Liverpool	ilb broadway.
Celtic	Web 20	Liverpool	19 Broadway.
Rhein		Bremen	2 Bowling Green
Holland		London	69 Broadway.

PORT OF NEW YORK, MARCH 13, 1873.

CLEARED.

Steamship Frisin (Ger), Meier, Hamburg-Kunhardt & Steamship Tybee, Delanoy, Samana, Port au Platt, &c— Spofford Bros & Co Steamship City of Mexico, Sherwood, Havana and Vera Cruz-Falexandre & Sons. Steamship Magnolia, Palmer, Savannah—W R Garrin. Steamship Georgia, Crowell, Charleston—H R Morgan &

Bark Nyhamn (Swe), Lund, Cork for orders-Funch,

nev & Co. Bark Lord Clarendon (Br), Lavender, Buenos Ayres—W H T Hughes.

Briz E H Rich, Paine, Matanzas—Jas E Ward & Co,
Schr Mary Burdett, Pearl, Para—B J Wenberg.
Schr Isaac Keen, Philips, San Blas—B J Wenberg.
Schr W R Kinghton, Knighton, Kingston and a market
-B J Wenberg. Wenberg. r D B Webb, Gross, Baracoa—Isaac R Staples. r Annie W Collins, Tooker, Musquito Iniet—Van Schr Annie W Comms, Frunt & Bro. Schr Carrie Walker, McFarland, Jacksonville—Warren

Say, Schr John, Williams, Wilmington, NC—E S Powell, Schr W S Baker, Pierce, Norfolk—Isaac B Staples, Schr Manzheld, Acharn, Beston—Chas Twan Schr Mary E Cuff, Gormiey, New Haven—Rackett & ro. Schr A J Williams, Morrell, Stamford—Stamford Manufacturing Co.
Schr S P Godwin, Waterbury, Stamford-Stamford Manufacturing Co.
ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamship Easby (Br), Leslie, London Feb 3, Havre 7th, via Halifax March 8, with mdse and 40 passengers, to Peabody, Willis & Co. Had a succession of W and NW gales the entire passage; Feb 19, on the Banks, experienced a severe hurricane, commencing at east, veering around to north, lasting 24 hours; lost foremast, boats, companion ways, sails and broke steampipe joints; put into Halifax for repairs (as before reported). Steamship Westphalia (Ger), Schwensen, Hamburg Feb 28, via Havre March 1, with mdse and 312 passengers to Kunhardt & Co.

Steamship Westphalia (Ger), Schwensen, Hamburg Feb 28, via Havre March 1, with mdse and 212 passengers to Kunhardt & Co.

Steamship Clyde, Kennedy, Galveston March 3 and Rey West 8th, with mdse and passengers to Uf Mallory & Co. Had strong Ende with fag, with two black balls in it.

Steamship Gen Sedgwick, Evans, New Orleans March 3, with mdse and passengers to Uf Mallory & Co. Had Beamship Regulator, Freeman, Philadelphia, with mode and passengers to Uf Mallory & Co.

the weather.

Steamship Regulator, Preeman, Philadelphia, with
mose and passengers to JLorillard.

Steamship isaac Bell, Blakeman, Richmond, City Point
and Norfolk, with mose and passengers to the Old Do-Steamship Isaac Bell, Blakeman, Richmond, City Point and Norfolk, with mose and passengers to the Old Dominion Steamship Co.

Ship Caller Ou (of London), Rea, Hiogo Oct II, with mose to Peabody, Willis & Co. First 1s days had fine NE breezes, then calms and light airs to Anjher; passed through Sunda Stralts Nov 17; got SE trades at Java Head; rounded Cape of Good Hope Dec 27; 29th, had a brisk gale from NW to SW; passed St Helena Jan II and crossed the Equator Jan 28; in Ion 31; experienced light trades throughout; lost the NE trades in lat 23 N, lon 56 W; then light WNW and SW winds and fine weather to lat 32 05, lon 65 30; from thence to loth inst a continuation of gales from WNW and SW; between Feb 24 and March 6 had three revolving gales, with tremendous seas; hove vessel to on each occasion; received a pilot March 12 from boat No 14; Feb 18, lat 27 03, lon 60 04 N, spoke bark Agnes, Barnfield, from — for Philadelphia.

Bark Victoria (Ger, Plessentien, Taganrog Oct 10, via Constantinople 18th, with wool, to Heinemann, Payson 4 Morgan; vessel to Funch, Edve & Co. Passed Gibraltar Jan 4; made the southern passage and had a succession of westerly gales; lost and spilt salis; has been 39 days W of Bermuda.

Bark Press Breeze (of Halifax, NS), Gould, Montevideo

of westerty gales; lost and split sains; has been as unys W of Bermuda.

Bark Fresh Breeze (of Halifax, NS), Gould, Montevideo St days, with wool and hides to L E Amsinck & Co; vessei to master; crossed the Equator Feb 4. In lon 48; had light winds and calms to the Equator; from thence variable weather; Dec 31, lat 37 S, lon 47, spoke bark Midas (Br.), from Buenos Ayres for Antwerp.

Bark Idolique (of Shelburn, NS), Banks, Cardenas l4 days, with sugar and melado to order; vessel to Brett, Son & Co. Had strong NW gales up to lat 32; from thence time weather. days, with Sugar and hierards to order; vesses to show a So. A Co. Had strong NW gales up to lat 32; from thence fine weather.

Brig Louise Price (Hayt), Barnholm, St Marc 34 days, with logwood and honey to R Murray, Jr. Has been 18 days Nor Hatteras, with heavy NW gales; was driven to the eastward of Georges.

Schr Franklin Treat, Martin, Mayaguez, PR, 18 days, with oranges to Wm. Douglass; vessel to B J Wenberg, Sailed in company with schrs Annie Bell, for New Haven, and S T Baker, for New York. Had a succession of heavy N and NW gales to lat 22; lost foreboom, foresail, and split mainsail; thence fine weather.

Paix 16 days, via Hangua 14 days, with salt to Kunhardt & Co; vessel to Isaac Newton.

Schr E D Endicatt, Loveland, Bavana 12 days, with sugar to Drexel, Morgan & Co; vessel to Van Brunt & Bros. Had strong N and NW gales to lat 32; thence fine weather. sugar to Dress.

Bros. Had strong N and NW gales to lat as; thereowers weather.

Schr E A De Hart (of Boethbay), Pinkham, Baracoa 13 days, with fruit to Wm Douglass; vessel to B J Wenberg. Had strong N and NW gales up to Hatteras; thence fine weather.

Schr Chas Morford, Parsons, Charleston 5 days, with yellow pine to Jas Murray & Co; vessel to Thos B Benton yellow pine to Jas Murray & Co; vessel to Thos B Benton

t Sons, Schr Anna Sheppard, Hutchinson (late Newton), George-own via Delaware Breakwater 6 days, with naval stores to Bentley, Gildersleeve & Co. While lying at the Breakwater Capt Nowton was knocked overboard and rowned. Schr Frank Walter, Brewster, Virginia. Schr Sea Bird, Hogan, Virginia. Schr Anna E Gaskill, Gaskill, Virginia. Schr Harry Landell, Taylor, Virginia.

Passed Through Hell Gate. Passed Through Hell Gate.

BOUND SOUTH.

Steamship Nereus, Bearse, Boston for New York, with mase and passengers to H F Dimock.

Steamship Wamsutta, Fish, New Bedford for New York, with mase and passengers to Fereuson & Wood.

Schr J I Worthington, Smith, Providence for New York.

Schr J I Worthington, Smith, Providence for New York.

Schr Frankin, Chadwick, Bridgeport for New York.

Schr Entire, Kinnear, Newport for New York.

Schr Entire, Kinnear, Newport for New York.

Schr Flying Fish, Kelly, Bridgeport for New York.

Schr Flying Fish, Kelly, Bridgeport for New York.

Schr J Remsen, Allen, Bridgeport for Jersey City.

Schr B R Kirk, Toole, New Haven for Baltimore.

Schr John R Halliday, Burr, New Haven for Baltimore.

Schr John R Halliday, Burr, New Haven for New York tools anckors).

Schr Marcelius, Jarman, Ellsworth for Philadelphia, with lath to order.

Schr Judge Runyon, Smith, New Haven for New Brnns.

Schr Almira Woolsey, King, Greenpoint for Philadel-phia. Schr Judge Runyon, Smith, New Haven for New Brnns-wick, NJ. schr Juge Runyon, Smith, New Haven for New Brinswick, NJ.
Schr Maria Fleming, Lunt, Norwich for New York,
Schr Amelia, Perry, Orient for New York,
Schr E M Dumield, Braimard, Greenport for New York,
Schr E M Dumield, Braimard, Greenport for New York,
Schr E M Forsythe, Sackett, Greenwich for New York,
with stone to order.
Schr R A Forsythe, Hobbie, New Haven for New York,
Stramer Galatea, Gale, Providence for New York, with
midse and passengers.
Steamer Doris, Young, Providence for New York, with
midse and passengers.

BOUND EAST.

ROUND EAST.

Schr B P Woolsey, Tyrrell, New York for Boston.
Schr M B Mahoney, Lindsay, New York for Salem.
Schr E Brooks, Bawkins, New York for New Haven.
Schr B L Slaight, Willetts, Baltimore for Bridgeport.
Schr Spray, Boardman, Amboy for Newport,
Schr Flavilla, Hayes, Hoboken for Plymouth.
Schr Angler, Besse, Hoboken for New Bedford.
Schr Jostah Whitehouse, Paruham, New York for Boton.

Schr Josian whitehouse, Fartham, New York for Boston.
Schr A P Hayes, Bayes, New York for Providence,
Schr Sandolphin, Aylward, New York for Providence,
Schr Sandolphin, Aylward, New York for Boston.
Schr Tott King, Bishop, New York for Roston.
Schr C C Saddler, Sands, New York for Paunton.
Schr G P Foineroy, Tribble, Baltimore for Mystic, Ct,
Schr Mansfeld, Achorn, New York for Boston.
Schr W B Brainard, Hull, New York for New Haven,
Schr Amirald, Hickey, Weehawken for Newport,
Steamer Gualatea, Gaie, New York for Froidence.
Steamer United States, Davis, New York for Froidence.

SAILED.

Steamships Frisia, for Hamburg; Memmon, Liverpoot; City of Mexico, Havana; Magnolia, Savannah; Georgia, Charleston; Wyanoke, Richmond, &c; ship Annie M Smull, Havre; barks Polly Lewis, Antwerp, Sultielma, Stettin; brigs Mary, Liverpool; Maria C, Cork or Falmouth; Escort, Carthagena; Lophema, Alicante; L Merritt, Sagua la Grande; Henry Trowbridge, Port Spain; Union T, St Thomas; St Elmo, do; schrs Mary Burdett, Para; Hattie E Smith, Port au Platte; Helen A Woodward, Points-Pire; Mary A Witham, Nassau; Storm King, Baltimore; Sarah Lavinia, Virginia.

Telegraphic Marine Correspondence.

Newport, RI, March 13, 1873, Schr Stephen S Lee, Brown, from New Bedford for Schr Stephen S Lee, Brown, from New Bedford for New York, in ballast (before reported), went ashore on the 11th inst, between 5 and 6 PM, during a heavy gale, about-10 miles west of Point Judith, and opposite Charleston Pond. She lies high and dry, with her mainboom and gaff broken and mainsail, foresail and lib blown away. Revenue cutter Moccasin went to her assistance this morning; also wrecking schr Young America. It is reported that she will be got off easily to-day. Schr Ce McConville, ashore near Narragansett Pier, has bliged, and will probably be got affoat to-morrow. Schrs Alpine, from Providence for New York, and Emly A Bartie, from Hoboken for Boston, which were in collision in Dutch Island Harbor, have arrived here and will go on the marine railway for repairs.

\*\*Marrine Disasters\*\* Marine Disasters.

Marine Disasters.

Schr Horack Adler—W P Brummer, a seamair of the schr Horace Adler, from Philadelphia for Charleston, arrived at Lewes, Del, yesterday (13th), and reports that the vessel touched on the Hen and Chickens last Saturday morning, while going to sea, at 8 PM. The same day,

mate, the cook and one man were lost.

STRAMSHIP WILMINGTON, Holmes, from Havana for New York, which put into Savannah March II, was leaking badly, but had damaged no caryo. The W got ashore of Grecian Shoal on her outward passage to Havana (as before reported), but leaked so little upon her arrival adestination that it was deemed unnecessary to place her in the dry dock; but it is quite probable she will be taken out and repaired at Savannah before proceeding on her voyage.

Bank IDAE (Br), ashore at Sheep Head Bay, lies in the same position. The Coast Wrecking Co are still at work on her. The schr Only Son arrived here yesterday with a portion of her cargo.

passage, and lost outer jib.

Bank Alekstyra, Pettengill, at Boston from Cape Coast,
Africa, had beavy weather, lost bulwarks, &c.

Bana Louiss, Hobbs, from Charlottetown, PEI, for Boston (before reported put into Hallfax for repairs), reports in a gale lost headgear, had jibboom lifted and received other damage.

other damage.

Schr Sorah E Nash, Nash, from Stonington for Newark, lost jib off Faulkner's Island and put into New Haven 12th for a new one.

Schr Annik Harris, at Charleston from Baracoa, on
the 4th inst carried away flyinglib stay, and on the 5th,
lat 26 40, lon 79 30, carried away flyinglibboom.

same day.

Sons Thomas Borden (of Fall River), Allen, at Providence from Baltimore, reports rough weather and disaster the entire passage. Feb 2s, was blown off the coast; 2th, lost foresail and broke rudder. Also lost fore and jib topsails and split foresail. The crew had been also been allowance previous to putting into Dutch Island Babot allowance previous to putting into Dutch Island Babot allowance previous to putting into Dutch Island Habet. March 1, in the Gulf Stream, the mate, Adam Behnet, Magrach 1, in the Gulf Stream, the mate, Adam Behnet, Bagerman, of Fall River, fell overboard and was drowned, despite all efforts to save him. On the 4th boarded bark Venus (of Wisdoer, NS), Iravis, days from Ney York for Botterdam, and was supplied with provisions.

Schr Staar, Dearborn, from Portland for Sagua, with hoops and shooks, put into Nassau March 6 in distress, having had very heavy weather, split sails, stove in for-ward house, and lost part of deckload. ward house, and lost part of deckload.

Schr E A Hooper, from Jacksonville for Philadelphia,
before reported ashore on Cross Ledge, came off leaking
a little, and arrived up at Philadelphia March 12. Schr S P Hall (of Bucksport), Chipman, from Barren Island for Savannan, with phosphate, went ashore in the breakers off Sheep's Head Bay 12th, at 11 AM, was towed off at 4 PM by tugboat Ida L Tebo, and brought to New York for repairs. The schooner's shoe is broken off, and she is leaking.

she is leaking.

Schr Brust & Marie (Hay). Syperick, last reported at Gibara, Cuba, loading for Philadeiphia, is reported as wrecked Feb 1 at Cape Haytien. The E & M was 114 tons register, built at Quebec in 1866, and halled from Port at Prince.

Schr Ionius, which has been frozen up in the lee in Charles River during the past winter, drifted down the river on Monday and went to pieces near the Union Boat Club House. The vessel was 67 tons, built at Essex in 1856, owned in Gloucester, and valued at \$2000.

Scan Gipsay, from New York for Mystic, Ct, with iron, went ashore at Niantic Bay March 11, and immediately fled with water. Where she lies the water is about 7 feet deep.

Scan Parmas (of New Haven), from New London for New York, with flume iron, split a sail 11th off Bartlett's Reef, and put back to New London leaking badly. The Gen Burnside towed her on the flats, where she now remains.

ucsunation.

Sons Skouis, from Savannah for Portland, lost anchor and 15 fathoms chain in a gale at Vineyard Haven 11th inst, and leaks badly when under way on the bort tack.

Schr Kittle Strenns, Anderson, from St John, NB, 5th inst, for Cardenas, put back to the former port 10th, making considerable water. STRAMER MONOHANSETT broke her guard on the port side in two places in getting up to the whart at Edgartown in Tuesday last, and some damage was done to the bul-varks. She was to be repaired immediately at New tedford.

Bediord.

STEAMER FIRE FLY, from Philadelphia for Havana, put into Norfolk 13th inst to repair her boiler. She will probably sail on Saturday.

The wreckers received \$2400 for services rendered to brig Amelia Emma, from Matanzas for New York, which EASTFORT, March 12—Schr C H Hildreth, of Gloncester, before reperted ashore, has been got off, and is not much injured.

Injured.

HALIFAX, NS. March 6—It is probable that the vessel wrecked near Cape Canso some time ago, and reported as the brig Florence, was the brig James Fraser, which sailed from Louisburg Jan 26 for New York, and has not since been heard of.

Mannikaran, March 12—A ballast schooner, name un-known, sank off Pope's Head, near Baker's Island, yes-terday afternoon. All hands, five in number, are re-ported lost. A dog awam ashore. New London, March 12-Schr Kate Kallahan, of this port, lost a sail and put back here.

sold for \$60,000, delivered at London.

Ship Lotting Clark has been sold at Antwerp for £8000. The L C is a live oak ship of 760 tons, built at New York in 1838. She was very heavily metalled with pure copper.

Ship Tirse, 1120 tons, built at East Boston in 1884, has been sold to Capt Warner, understood at about \$40,000, and has been chartered to load at \$1.50 hn, NB, for Liverpool, reported at 105 shillings per standard.

Ship Grocke Prashov has been sold to several Boston parties, understood at about \$45,000. She is 1562 tons, has three deeks, and was built at Medford, Mass, is 1863. Chartered to load at \$1.50 hn, NB, for Liverpool.

BARK MONETA, 678 tons, Al34, built at Damariscotta in 863, has been sold at or about \$28,000. BARR SAM SREPPARD (Br), Evans, at Philadelphia 9th from Cienfuegos, reports: -No date, Mr Charles Albert Stetts, of New York, merchant, died at sea of consump-

SCER DAVID B NEWCOMB, of Wellfleet, 64.24 tons, built at Salem in 1860, has been purchased by parties in Boston,

ng, and will hall from Rockport.

SCHR MARY ELIZA, now at Providence, has been sold by R C Sturges to parties in Boston on private terms.

SCHR TABITHA & HARNAH, 78.31 tons, of Bridgeport, Ct, was sold 12th inst, by Jas B Martin, of Bridgeport, to Mrs Florence L Dill, of Greenpoint, Li, for \$2000.

SCHR EXCELSIOR (Br), Saunders, from Porto Rico for New London, before reported overdue, put into Gloucester, Mass, March 11. ter, Mans, march 11.

It is asserted that the brig Mary Celeste, found derelict at sea, was bonded at Boston for \$2600, was insured there for \$14,000, and it is believed at the Custom House that there are not at the continuation of the desertion at sea was a job to defraud the insurance

companies.

Capt Eli Phinney, of Centreville, with Russell Marston and others, have recently purchased the fine New Haven three-masted schr Edith, a first class vessel in every respect of about 750 tons capacity. She will be engaged in the general freighting business under the command of Capt Phinney. Whalemen.

Cleared at San Francisco March 6, bark Comet, Ravens, for the Shantee Bay.

Bark Ahm Barker, Potter, of NB, was at Monganui Jan
3, with 1300 bbls of oil, all told, bound on a cruise—all
well.

Schr Wm A Grozier, of Provincetown, is being fitted for

Spoken.

Spoken.

Spoken.

Steamship Scandinavian, from Portland for Liverpool,
March 10, lat 43 10, lon 60 18.

Steamship Samaria, from Boston for Liverpool, March
10, lat 43 00, lon 60 31.

Bark Venus (Br), Davis, 4 days from New York for Rotterdam, March 4, no lat, &c.

Bark Ravensbourne (Br), Campbell, 28 days from Demerara for Bull River, March 10, off Charleston bar.

An Am bark, bound 8, showing a white flag with letter
W in black, Jan 14, lat 13 01 N, lon 32 31 E,

Win black, Jan 14, lat 13 01 N, Ion 32 31 E,

Foreign Ports.

Bremen, March 7—Arrived previous, ship Crown Prince (Br), Mitchell, Philadelphia.

Alexandria (Egypt), Feb 15—Salied, brig Mary E Thayer, Grosenick, Messina.

Banacoa, March 1—In port schr Geo Washington, Sherlock, for New York, Idx; and others as before.

Demenara, Feb 22—In port brig Rocky Glen. Dorr, to lond sugar for Portland. Me, and sail about March I.

Falmouth, E, March II—Arrived, ship N Boynton, Palmer, Macabi. ratmouth, E., March II.—arrived, ship N Boynton, Palmer, Macabi.

Ginnaltar, Peb 8.—Towed out, brig Meta (Ital), Traponia (from Palermo), New York.

Passed March 5, steamship Assyria (Br.), Smith, from Genoa for New York.

Sailed Peb II., bark Virginia L. Stafford (Br.), Curry (from Messina), New York: 12th, brig Camille (Br.), Fick-et (From Malaga), do.

In nort 1sth, bark Ninfa Tagliavia (Ital), Baldi, from New York.

HAVANA, March II.—Arrived, steamship City of Havana, Deaken, New York.

LIVERFOOL, March II.—Arrived, bark Atalana, Representations, 12th. HAVANA, March Il—Arrived, steamship City of Havana, Deaken, New York, I.—Arrived, bark Atalanta (Br), Levenpool, March Il—Arrived, bark Atalanta (Br), Henry, Galveston, 12th, ships Beasie Crosby (Br), Trefry, Savannah; Lady Blessington, Williams, San Francisco; bark John Geddie (Br), Smith, New Orleans, Moville, March I3—Arrived, steamship Italia, Greig, New York for Glassow, Williams, San Brancisco; Brey York for Glassow, Messina, Feb 16—In port barks Sarah E Kingsbury, Perry, for Boston, to sail 17 to 7 days; Eusy, Linden, for Philadelphia, to commence ldg the following week: Scud, Wilson, for do; Felipe Pirandello (Ital). Todarofor Baltimore, to sail 17th; Mary Edson, Sparrow, and Young Turk, Nickerson, for Boston: brize David Sinclair (Br), Brittain for New York, to sail 17th; Wm Waish, Gay, for Philadelphia; Nimwankie, Perkins, for United States, to complete ldg in 1 or 2 days; J E Haskell. Haskell, Haddia, Br), Ganion, and Josephine (Br), Ganion, and Josephine, Br), Margue, Josephine, Ganion, and Josephine, Br), Margue, Josephine, Ganion, and Josephine, Br), Ganion, and Josephine, Br), Margue, Josephine, Josephine, Ganion, and Josephine, Br), Margue, Josephine, Jo

Nice, for New York, Cicerone (Br), Cartis, for United States.

Nassau, March 6—Arrived, schr Susan, Dearborn, Portland for Sagna (see Disasters).

Rotterana, March 12—Arrived, ship Macaulay, Rodgers, Baltimore.

St Jons, NB, March 8—Arrived, schr Northern Home (Br), Eagles, Savannah.

TRIESTE, Feb 17—In port bark St Anna et Marla (Ital), Starita, for New York. American Ports.

Starita, for New York.

American Ports.

Astoria (Oregon), Feb 27—In port ship llione (Br). Thompson, from Portland, O, for Liverpool; bark Sarah Scott (Br), Estael, for do, awaiting crews.

BOSTON, March 12—Arrived, schrs Chas A Higgins, Mc Intosh, Gonaives, Finchback, Graham, Virginia: Percy, Coalwell, New York for Eastport put in for a harbors. Cleared—Steamship Wm Kennedy, Foster, Baitimore via Norfolk; schrs Chas B Gibson, Thacher, Pensacola via Rockland, Me; Mary E Amsden, Brooks, Baitimore; J Paine, Stevens, New York; Rebecca Florence, Rich, do, Also cleared, steamship Nereus, Hearse, New York; briss Planet (Br), White, Cape Haytien; Joshe A Devereux, Curtis, St John, NB.

Salled—Steamer Saxon; barks Colin E McNeil, and Eva H Firk, brigs Fidelia, L J Bigelow, and J A Devereux; and from the Roads, bark Neptune.

13th—Arrived, steamship Neptune. Baker, New York; barks Faria Topan, Hatherne, Zanzibar; John Matthues (Br), Emmeson, Normam.

Also arrived, ship Orpheus, Smith, Sourabaya; bark Horace Beals, Strout, Messina.

BALTIMORE, March 12—Arrived, brigs Oscar (8we), Alon, Rio Janeiro; Cerew Hold, Donker, Palerno. Horace Beals, Strout, Messina.

BALTIMORE, March 12—Arrived, brigs Oscar (Swe),
Alon, Rio Janeiro; Ceres (Hol), Donker, Palermo,
Cleared—Steamship Wm Crane, March, Boston via
Norfolk, barks Ocean Traveller (Br), Hannan, Newry;
Chifton (Br), Raffie Jr, Pernarabuco and a market; Aquidnecs, Lucas, Rio Janeiro; Almoner, Averlil, West Indies;
brig Chag Wesley, Hartims, Georgetown, SC, gelirs Heigh

minton, Dee, vis Bull River, SC; Witch Hazel, Springer, Mosquito Inder, Fia.

13th—Arrived, bark Tiber (Br). Lewis, Liverpool; schr J E Dailey, Long, New York;

Salled—Steamship South Carolina, Beckett, New York; Sehrs Wanatoo, Swinerton, Bull River, SC; Witch Hazel, Mosquito Inlet, Fia.

ELIZABETHPORT, March 11—Arrived, schrs J T Alburger, Corson, Providence; Mary E Gage, Church, do; Eva Diverty, Dickerson, New York; H B Bridges, Smith, do.

Salled—Schrs Empire, Jones, New Haven; Mary E Gage, Church, Providence; Joseph P Ross, Paul Somerset, 12th—Arrived, schrs Adnie Murchie, Moulton, New York; Bertha, Conover, do; Hannah G Hand, Hand, do.

Salled, schrs Vandalla, Fullerton, Fall River; Connecticut, Dehart. New Haven; Neptune, Clark, do; Heary Cole, Clundwick, do.

PORTRESS MONROE, March 13—Arrived, brig Romance, Dunean, Navassa for Richmond.

Fasse i In for Baltimore—Bark St Lawrence (Br), Steed, From Demerara; bark Italia (Er), Roberts, from Mayagues; schrs Laurett, Francis L Blue, and A Richards, Tom.

Passed out-Ship Lothair, for Dublin; brig Red Wing.

Pitch, do.
GEORGETOWN, DC, March 11—Arrived, steamship E
C Knight, Johnson, New York.
GLOUCESTER, March 11—Arrived, schr Excelsior,
Saunders, Porto Rico for Newport.
1NDIANOLA, March 5—In port schr Franklin, Chase,

INDIANOLA, March 5-In port schr Franklin, Chase, for New York, idg.
Cleared ist, schr Carrie, Chase, New York,
KEY WEST, Feb 26-Arrived, schrz Kate S Cook, Haig.
Pensacola: Sarah Hall, Silva, do; March 3, hrig Tropic Bird, Coscrove, do: schrz Ellen, Garch Schrz, Cleared Feb 28, schrz Alaska, Clark, Pascagoula:
March 6, Jas Seger, Ellis, Pensacola.
Salled March 11, steamship Liberty, Hudgins throm New Orleans via Havana), Baltimore.
MOBILE, March 7-Arrived, bark Starlight, Kelsey, Boston. Boston.
Cleared Schr Oak Ridge, Foubister, Bellie, Hom.
Cleared Schr Oak Ridge, Foubister, Bellie, Hom.
NEW ORLEANS, March 8-Arrived, ship Lorley (NorrPendensen, Antwerp: bark Prairie Bird, Hawkins, Boston: brik Eigil (Norr, Lassier, Rio Janeiro; schrs Wm M
Jones, Davis, New York; M J Granger, Sharrett, Havana;
Urlah B Fisk, Currell, Turk's Island.
Cleared Ships Success, Chase, Havre; Sea Flower (Br),
Duncan, Reval; barks Juan Ferrin (Br), Corrence, Liverpool; Nephon, Day, Havre; schr Sophia Krans, Dyer,
Beston.

orpool; Nephon, Day, Havre; schr Sophia Krans, Dyer, Boston.
9th—Arrived, steamship Missouri (Br), Mathias, Liverpool; bris Teresina (Ital), Coppola, Palermo; schr John
F Kranz, Pitcher, New York,
12th—Sailed, steamship City of Galveston, Rowland,
New York,
Souther, New York,
Souther, And Schraft, Schraft, Steamships duniata, George Cromwell and Emily B
Souder, and schr A R Neilson,
9th—Arrived, steamship Student (Br), Pernambuco,
Sailed-Steamships Louisiana and Royal Standard,
bark H D Brookman, schr Sophie Kranz,
NORPOLK, March 12-Arrived, schr Perrless, Patterson, Perio Rigo for Baltimore (see Disastors),
13th—Arrived, steamer Firedty, Dennison, Philadelphia
tor Havana, to repair boller, nau, New York.

NEW BEDFORD, March 10—Sailed, bark Minnesota, Pierce, Portland.

11th—Sailed, schrs D L Sturgis, Chase, New York; John Mettler, Parker, do: Abby Weld, Beverly, do: S S Lee, Brown, and Young Tenser, Slocum, Philadethia, NEW PORT, March 11, PM—Arrived, schrs Flora A New-Comb, Harding, Sailem for Tangier: Ligaie D Barkor, Barker, and Benjamin Oliver, Freeman, Boston or Vigina, at S Lamprey, Gould, Beton or Elizabethport; Alice B, Bassett, do for New York, Addie Rytzon, Pike, China; d. S Lamprey, Gould, Beton or Elizabethport; Alice B, Bassett, do for New York, Addie Rytzon, Pike, China; d. S Lamprey, Gould, Beton or Elizabethport; Alice B, Bassett, do for New York, Addie Rytzon, Pike, China; and B L, Sherman, Kelly, Boston for New ork, D Lubee for do: Sarah Bruen, Austla, Providence in New York, Carlon, Striges, Chase, and Louisa Francis, Kelly, New Bedford for do: Work Merkey, Baitimore for Portland; Bedford of rowell, Lowe do for Dainvers, Gen Banks, Boule, Wechawkon for Boston; Alpine, Marshall, Frovidence Sailed—Schr. Eliza A Sawyer, Cook, Pensacola for Providence, Rival, Dunton and T Tyler, Tyler, Portland; Davenser, Cook, Pensacola for Providence, Rival, Dunton and T Tyler, Tyler, Portland; Elizabeth, River for Baltimore, Minnie, Fludson, New Bedford for do; B O Potter, Smith, Boston for do.

In port—Schr Mary Donne, Nickerson, for New York, New York, Sary Donne, Nickerson, Or New York, New York, There-Schr Mary Donne, Nickerson, Or New York, New Ord, Calais; Frances Hatch, Fales, do for Rockland; Sarah L Simmons, Gandy, Hoboken for Boston; Gen Banks, Soule, do fer do; Lizzle Major, Tracy, do for do: Wind, Warwick, do for do; Gust, Walton, do for Or Providence; Twilight, Johnson, do for do; Paurussof, Waples, Elizabethpor, for do; Hita, Lake, Philadelphia for Boston; Fyrola, dian, New York for Hyannis.

Salied—Schrs J R Halliday,

Bailed—Schrs J R Halliday,

Bailed—Schrs J R Halliday,

Bailed—Schrs J R Halliday,

Bailed—Schrs Elm City, Hill, and C P Shultia,

Smith, New York,

I3th—Arrived, schrs Elm City, Hill, and C P Shultia,

I3th—Arrived, schrs Elm City, Hill, and C P Shultia,

I3th—Arrived, Balliday,

Balled—Schrs Sturlight, Hookins, New York,

Balled—Schrs Sturlig Eliza Ann, Smith, New York, Saled-Schre Starlight, Hookins, New York; EM Wells, Saled-Schre Starlight, Hookins, New York; EM Wells, Stannard, and Clarissa Allen, Hodgdon, do.
PHILADELPHIA, March 12-A-rrived, brig Cheviot (Br)
Nelson, Havana; schrs E A Hooper, Hooper, Jacksonville; Sami Fish, Teel, Brunswick, Ga; Mary F Corson,
Corson, Darien, Ga; S S Bickmore, Barter, Brunswick,
Ga; Mary E Covne, Facemire, and American Engle,
Shaw, New York; Northern Light, Ireiand, Providence,
Cleared-Steamship Aries, Wheldon, Boston; brigs J E
Bowen, Hall, Cronstadt; Alice Tarlion, Connor, Si Jago
de Cuba; schrs Albert C Paige, Hale, Havana; Northern
Light, Ireland, Somerset,
Sailed—Steamships Guif Stream, Providence; Aries,
Boston.

PORTLAND (Oregon), Feb 27—In port barks Penang, Patten, for United Kingdom (with wheat at 7s 6d); North-umbria (Br), Knight, for do; Gemimi (Br), Pallot, for charter. Bound down the river 27th, below St Helens, bark Caris Bound down the river 27th, below St Helens, bark Cark boo (Br), Wood, for Europe.
PORTLAND, March 10—Cleared, schrs Sallie Maria, PORTLAND, March 10—Cleared, schrs Sallie Maria, Powell, Jacksonville; E K Emerson, Snow, Baitimore, lith—Arrived, bark Daring, McDonald, Sagua, schrs Marcia Reynolds, Houghton, Matanzas; Almeda, Smith, New York; W B Chester, Browa, Boston, to load for Cuba; Bramhall, Hamilton, Clark's Island for New York, Below, schrs J M Morales, and Charley Cobb, deep loaded.

12th—Arrived, bark Ellen Stevens, Skinner, Matanzas, Cleared—Brig David Bugbbe, Staples, Cardenas; schr Caivin P Harris, Phillips, do.
PORTSMOUTH, NH, March 8—Arrived, schr K C Rankin, Sayannab.

kin, Savannah.

PROVIDENCE, March 10—Arrived, steamer Wm Lawrence, Hallett, Norfolk. PROVIDENCE, March 10-Arrived, steamer wm Lawrence, Hailett, Norfolk Cherry (Br), Thompson, Bristol, Eng: D C Chapman, Knight, Pensacola: schrs Eliza Sawyer, Cook, do: Annie L McKeen, McKeen, Jackson-ville: E F Cabado, Swain, South Amboy; Wm Rice, Pressey, Elizabethport: Anthony Burton, Johnson, do; E V Glover, Ingersol, Hoboken: Wm O Irish, Terrell, do; Minquas, Heaney, do; Sarah M Evans, Tice, do; Urbanna, Allen, New York.
Sailed, schrs A J Bentley, Robinson, New York; Ella B Barnes, Avery, do; M R Carlisle, Nothrup, do.
12th—Arrived, schrs Nellie M Snow, Snow, Virginia; Thomas Borden, Allen, Baltimore; Wave Gress, Davis, Hoboken. Thomas Borden, Allen, Baltimore; Wave Crest, Davis, Hoboken, Salled Steamships Wm Lawrence, Hallett, Norfolk; Virginia, Rogers, Philadelphia; brigs Alice M Patnam, Atwood, Matanzas; Rio, McDonald, Philadelphia; achrs Sea Foam, Hannum, Virginia; Sea Nymph, Haskell, and E H Atwood, Norris, Baltimore; Senator Grimes, Philbrook, do; Eliza & Rebecca, Price, New York or Philadelphia; Babel H Irons, Hubbard, Philadelphia; Andrew Peters, Hopkins; Frank Maria, Wood; Minquas, Hannoy, Ann Dole, Bunce; Henrietta, Godfrey; Frankhin Pierce, Filandon; Helen E Russell, Mehsfry; Warren Gates, Smith; John Maulove, Carr; W B Darling, Hatch; Saratoga, Nickerson; Avail, Smith, and Ellen Morrison, Dodge, New York; Eliza Sawyer, Cook ffrom Penacola), Stonington.

in 13th—Arrived, steamship Gulf Stream, Philadelphia (29 läth-Arrived, steamship Guil Stream, Fhiladeiphia (20)
SAN FRANCISCO, March 5-Arrived, ship Holimsalale
(Br), Reed, Sydney; barks Lady Gertrade (Br), McDonaid, La Union, CA; Skiddaw (Br), Borland, Callao;
Stormy Petrel (Br), Reed, do: brig North Star, Morehouse,
Antologasta; schrs Laura Mangam, Andrews, Mazatian; Nidoras, Permien, do;
Cleared-Ship Carloca (Fr, Cleavy, Queenstown; bark
Ava (CR), Lawrence, Burrard Iniek
Sailed-Steamship Moses Taylor, Biethen, Honolmul
ship Empress (Br), Hamon, London via Magdalena Bay,
SAVANNAH, March 10-Arrived, brig Adriatic, Baltimore.

more.
Sailed—Schr J A Potter, Orier, Doboy.
Sailed 9th, schr Anna Bliss, Simmons, New York.
18th—Arrived, ship Grahams Polley, Burgess, Harre
(and ordered to New York); bark Younger (Br), Dublin,
(and örlered to Doboy). tand ordered to Doboy.

Also arrived 13th, steamship Oriental, Roston; ship Elizabeth Hamilton, Havre: bark Rio de la Plata, Busines Ayres; schr & D Townsend, Weymouth.

Cleared—Barks Esperanza, for Barcelena; St Paul, Montevideo. Cleared—Barks Esperanza, for Barcelona; St Paul, Montevideo.
Salied—Steamship Gen Barnes, Mallory, New York; Schr Ella Brown. Forto Rico.
VINEYARD HAVEN, March 12—Arrived, schr David: Crowell, Baltimore for Dauvers.
13th, 10 AM—Arrived, brig Castilian, Cardenas for Portland; schrs Lena Hunter, Galveston for Boston; Ocean Wave, PortJohnson for do; Gen Banks, Weehlawken for do; J B Austin, Baltimore for do; T J Trafton, do for Fortland; Cadet, New York for Gloucester; Melita (Br), do for St John, NB.
Passed by—Schrs Isabel L Pierce, and Allee, from Boston for Virginia.
Salied—Brig Castilian; schrs David Crowell, Lena Hunter, Melita (Br), and Golden City.
WILMINGTON, NC, March II—Arrived, barks Juniata (Sp), Maurur, Havana; Eliza Evelina (Br), Munroe, Boston; schr Carleton (Br), Alburry, Nassau.
Cleared—Steamshu Rebecca Clyde, Childs, Baltimore; bark Brilliant Star (Br), Cornel, Hristol.
WICKFORD, March 12—Salled, schrs J Burley, Saunders, and Eliza Pharo, Sherman, New York.

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